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HAWAIIAN JEWELRY NOVELTY CO.
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During my absence from the city Mr. H. Phillips will have charge of all work and give careful attention to all details.
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SERVICE, COMFORT, UNRIVALLED CUISINE, BEAUFUL BATHS, CLOSE TO THEATRES, CAFES AND FINE STORES.

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YOU WILL FIND THAT

"Hustace Villa"
Has Accommodations for Ladies and Gentlemen. Phone 2826

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LUXURIOUS AND COMFORTABLE
STRICTLY FIRST CLASS
100 ROOMS. 50 BATHS

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nearly 1000 feet elevation, near depot
grand scenery, fine bass fishing. For
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Phone 6383.

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CHARMINGLY SITUATED AT
WAIKIKI
Delightful Rooms; Perfect Cuisine.

CORAL GARDEN HOTEL
See the Wonderful Marine Pictures
in KANEHOE BAY—
Glass-bottomed sail and row
boats for hire—Good Meals
Served.
A. L. MacKAY, Proprietor

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Messenger Boy
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Limited
"THE STORE FOR GOOD CLOTHES"
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Delivered in any quantity at
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CHAS. S. DESKY, Agt.,
Merchant, nr. Fort.

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Hotel St., near Bethel St.

WE'LL WATCH IT.
Have us protect your home or store while you sleep.
Bowers' Merchant Patrol

Canton Dry Goods Company
Hotel St., near Bethel St.

Y. TAKAKUWA & CO., Limited.
"NAMCO" CRABS packed in
Sanitary Cans, wood lined.
Nuuanu St. near King St.

NEW YORK DRESS CO.
H. F. DAVISON, Designer
A visit will be profitable for you ladies.
Pantheon Building,
Fort and Hotel Phone 3857

ADMIRALTY LORD SAYS GERMANS HAVE HAD BIG SUBMARINE LOSS

"Formidable" is Word Used in Published Letter Issued By
Arthur J. Balfour

How England's First Lord of the Admiralty regards German's recently abandoned policy of submarine warfare, and why he thinks Germany acceded to the demands of the United States, are points made clear in the following "letter to a correspondent" recently made public by the British censors:

Dear Sir: Much has been written about Germany's military methods and aims on land, not so much about her methods and aims at sea. Yet in truth the two are so intimately connected that neither can be understood apart from the other.

It was in 1900 that Germany first proclaimed the policy of building a fleet against Britain, and from the point of view of her own ambitions the policy was a perfectly sound one. She aimed at world domination, and against world domination the British fleet from the time of Queen Elizabeth to the present day has always been found the surest and most effective protection.

The Germans have every reason to be aware of the fact that the British fleet Frederick the Great must have succumbed to his enemies, and without the British fleet Prussia would scarcely have shaken off the Napoleonic tyranny. Whatever may be thought about "the freedom of the seas" in any of its various meanings the freedom of the land is due in no small measure to British ships and British sailors.

It takes time, however, time as well as money to create a grand fleet, and German statesmen were too wise to suppose that they could at once call into existence a navy able to contend on equal terms with the power which as they saw clearly enough was the most formidable obstacle to their aggressive projects. But they did not on that account doubt the immediate advantage which their maritime policy conferred upon them. They calculated that a powerful fleet, even though it were numerically inferior to that of Britain, would nevertheless render the latter impotent since no British government would dare risk a conflict which, however successful, might leave them in the end with naval forces inferior to those of some third power.

This is the policy clearly, though cautiously, expressed in the famous preamble of the Navy Bill. It is unnecessary to add that the German Navy League entertained much more ambitious designs. So far, however, neither the designs of the German government nor those of the German Navy League have met with any measure of success.

German Policy Breaks Down.
The British fighting fleet has become relatively stronger than it was 13 months ago, and there is no reason to suppose that during the future course of the war this process is likely to be arrested. It is indeed plain that after six months of hostilities Admiral Tirpitz and the government which he serves arrived at the same conclusion. They saw that the old policy had broken down, and that a new policy must be devised. Submarines, they thought, might succeed where dreadnaughts and cruisers had failed.

The change no doubt was adopted with extreme reluctance and many searchings of heart. The admission of failure is in itself unpleasant, and though we cannot regard the government responsible for the Belgian atrocities as either scrupulous or humane even the most reckless of governments do not desire to perpetrate unnecessary crimes. As to what the German navy must have felt about the new policy we can only conjecture. But German sailors are gallant men, and gallant men do not like being put on a coward's job.

Diagnose to Privatereisen.
They know well enough that in the old days which we are pleased to regard as less humane than our own, there was not a privateer's man but would have thought himself disgraced had he sent to the bottom unresisting merchant ships with all hands on board; and it can have been no very agreeable reflection, even to the German navy league, that the first notable performance of the German fleet should resemble piracy rather than privateering.

We may therefore safely assume that nothing but the hopes of a decisive success would have induced the German ministers to inflict this new stain upon the honor of their country. Yet a decisive success has not been attained, and does not seem to be in sight.

I claim no gifts of prophecy. I make no boast about the future but of the past. I can speak with assurance, and it may interest you to know that while the losses inflicted upon German submarines have been formidable, British mercantile tonnage is at this moment greater than when the war began.

Change of Front Explained.
It is true that by this method of warfare many inoffensive persons, women and children as well as men, neutrals as well as belligerents, have been robbed and killed.

But it is not only the innocent who have suffered; the criminals also have paid a heavy toll. Some have been rescued and are prisoners of war, but it must often happen that they drag their crews with them to destruction, and those who send them forth on their unhonored mission wait for their return in vain.

Herein lies the explanation of the amazing change which has come over the diplomatic attitude of Germany towards the United States.

Men ask themselves why the sink-

ing of the Lusitania with the loss of over eleven hundred men, women and children was welcomed throughout Germany with a shout of triumph, while the sinking of the Arabic was accepted in melancholy silence. Is it because in the intervening months the United States have become stronger or Germany weaker? Is it because the attitude of the president has varied? Is it because the arguments of the secretary of state have become more persuasive. Is it because German opinion has at last revolted against lawless cruelty?

No. The reason is to be found elsewhere. It is to be found in the fact that the authors of the submarine policy have had time to measure its effects, and that the deeds which were merely crimes in May and September are seen to be blunders.

Yours faithfully,

ARTHUR JAMES BALFOUR.

IT'S YOUR LIVER!
YOU'RE BILIOUS,
HEADACHY, SICK

Don't Stay Constipated With
Breath Bad, Stomach Sour
or a Cold

Enjoy Life! Live Your Liver
and Bowels Tonight and
Feel Fine



Tonight sure! Remove the liver and bowel poison which is keeping your head dizzy, your tongue coated, breath offensive and stomach sour. Don't stay bilious, sick, headachy, constipated and full of cold. Why don't you get a box of Cascarets from the drug store now? Eat one or two tonight and enjoy the nicest, gentlest liver and bowel cleansing you ever experienced. You will wake up feeling fit and fine. Cascarets never gripe or bother you all the next day like calomel, salts and pills. They act gently but thoroughly. Mothers should give cross, sick, bilious or feverish children a whole Cascaret any time. They are harmless and children love them.

MARRIED.

CHIN-HO—In Honolulu, October 1, 1915, Chin Shou and Miss Ho Ping Dung, Rev. Kong Yim Tet of the Chinese Christian Church officiating. Witnesses—Chang Suk and Chin Den.

KWONG-LAU—In Honolulu, October 1, 1915, Louis Doo Kwong and Miss Lau Kum Shiu, Rev. Frank W. Merrill of the Episcopal church officiating. Witnesses—Alfred Y. See and Alice Yon.

BORN.

TODD—In Honolulu, October 3, 1915, to Mr. and Mrs. E. V. Todd, of Young street, a son.

LOO—In Honolulu, October 3, 1915, to Mr. and Mrs. Loo Fat, of 821 Peterson lane, a son.

LEMON—In Honolulu, October 1, 1915, to Mr. and Mrs. Charles B. Lemon, of 236 Vineyard street, a son.

TODD—In Honolulu, October 3, 1915, the infant son of Mr. and Mrs. E. V. Todd, of 1931 Young street.

PEREIRA—In Honolulu, October 3, 1915, Manuel, the infant son of Mr. and Mrs. Frank Pereira, of 300 Lani street, Anahulu, 13 days old.

KANAKAOLE—In Honolulu, October 3, 1915, Keolu Kanakaoale, of Kawaiahae lane, married, sexton, a native of Makawao, Maui, 58 years old; Funeral to be held next Sunday; Interment in the Kawaiahae cemetery.

KYAT—At the Leahi Home, Honolulu, October 3, 1915, Miss Ah Sui Kyat daughter of Mr. and Mrs. Choon Yung, of this city, student, 15 years old.

PANG—In Honolulu, October 2, 1915, Kim Tong, son of Mr. and Mrs. Pang Yu Fat, of Moiliili, three months and one day old.

LUTZ—In Hazleton, Pennsylvania, September 19, 1915, Mrs. William R. Lutz, a native of Pennsylvania, 65 years old; mother of Melvin T. and Clayton W. Lutz of Honolulu.

LEO FRANK'S FAMILY

OBJECTS TO FILMS.

NEW YORK—Herbert R. Limberg, representing Mrs. Lucile S. Frank, widow of Leo M. Frank, appeared before Justice Colahan and objected to exhibition of "The History of the Frank Case" upon moving picture curtains. "The Frank family is opposed to the pictures, irrespective of whether they are truthful or false," he said. In another way the Frank family intends to demonstrate that Leo was innocent of the crime for which he was tried.

VETERANS ARE ASSEMBLED IN CAPITAL CITY

G. A. R. Encampment at Washington is Attended By Thousands

WASHINGTON.—Ablaze with patriotic color, Washington has this week been entertaining the fast-fading host here participating in the forty-ninth annual encampment of the Grand Army of the Republic, which began Monday.

Less than 30,000 survivors of the historic march up Pennsylvania avenue from the capitol to the White House, which marked the close of the Civil War, commemorated on Wednesday that world-thrilling spectacle. In September, 1865, President Johnson bared his head to 160,000 triumphant heroes of the Union army. President Wilson Wednesday greeted those who remained after half a century to make the march again.

Flags are flying from a thousand staffs. The capitol, White House and every government building is draped with the national colors. The streets of the city are radiant lanes of red, white and blue for the throngs of guests and visitors. David J. Palmer, commander-in-chief of the Grand Army, and Gen. Nelson A. Miles, retired, who acted as grand marshal of the commemorative review, were among the early arrivals. With them came scores of men who took conspicuous part in the war.

The war and navy departments have cooperated with the Citizens' Committee to aid in entertainment of the veterans. Exhibition drills of regular troops were held on the Washington monument grounds. Secretary Daniels arranged to have submarines, torpedo boats and other small naval craft unknown in Civil War days here for inspection. There were hydroplanes and aeroplanes flights and other features to illustrate the advance in warfare during 50 years.

With the veterans from many states who wore the Blue came wearers of the Gray, specially invited for the occasion. Staff officers of the Confederate Veterans' Union were extended invitations and arrangements for their entertainment made. This action was taken at the suggestion of officials of the Grand Army, the meeting of the Blue and Gray on the Gettysburg battlefield two years ago having given testimony of the amicable relationship existing between the two organizations.

Invitations were extended to governors of all states and members of their staffs, as well as to a large number of distinguished officers of the United States, including members of the cabinet.

TWENTY OPIUM CASES IN LAST THREE MONTHS

The report and accounts of Marshal J. J. Smiddy for the quarter ending September 30, 1915, were approved in federal court by Judge Charles F. Gleason yesterday.

According to the report, 75 arrests were made during the three months, nearly half being of persons charged with having committed statutory offenses, which cases now are tried largely in the United States court. Next in line comes the arrests for transporting or otherwise handling opium, 20 persons having been arrested for committing these offenses.

There was one arrest for purchasing government property, two for violation of the postal regulations, two for assault on a government reservation, one for sending obscene literature and pictures through the mails, 15 for violating the internal revenue laws, such as selling liquor without the proper license and having cocaine or other narcotics in possession; three for robbery and one for a violation of the "white slave" law.

During the three months the marshal's office conducted one opium raid, and issued one order to appear. As disbursing agent for the treasury department, Marshal Smiddy expended \$21,158.42 in salaries, jurors' and witness fees and general expenses.

BRYAN REPLACES TREATY DESK WITH EXPENSIVE AFFAIR OF MAHOGANY

WASHINGTON, D. C.—Thanks to the conscience of William Jennings Bryan, Secretary Lansing has a new desk, bigger, better, more beautiful than any that heretofore has graced the office of the secretary of state. It arrived at the department with the card of the ex-secretary attached. When Bryan resigned as secretary he took his desk with him as a memento of the peace treaties which were signed on it, and since his departure his successor has been obliged to get along with a makeshift borrowed from another office.

In replacing the famous treaty desk the former secretary has given the government the better of the bargain, for the new desk is a massive piece of mahogany, fully eight feet long, and by far the most impressive piece of furniture in the state department.

John W. Durick of Boston jumped from the 26th story of a new Boston Custom House, and was killed. He is believed to have been unharmed by the heat.

OCEANIC STEAMSHIP CO.

5 1/2 DAYS TO SAN FRANCISCO			
FOR SAN FRANCISCO:		FOR SYDNEY:	
Ventura	Oct. 7	Ventura	Nov. 1
Sonoma	Nov. 4	Sonoma	Nov. 22
Ventura	Dec. 2	Sonoma	Dec. 13
Sonoma	Dec. 28	Ventura	Dec. 27

C. BREWER & COMPANY, LTD., General Agents

Matson Navigation Company

Direct Service Between San Francisco and Honolulu

FROM SAN FRANCISCO:		FOR SAN FRANCISCO:	
S. S. Manoa	Oct. 8	S. S. Wilhelmina	Oct. 8
S. S. Matsonia	Oct. 12	S. S. Manoa	Oct. 12
S. S. Lurline	Oct. 9	S. S. Matsonia	Oct. 20
S. S. Wilhelmina	Nov. 2	S. S. Lurline	Oct. 29

S. S. Hilonian sails from Seattle for Honolulu about October 4.

CASTLE & COOKE, LIMITED, Agents, Honolulu

TOYO KISEN KAISHA

Steamers of the above company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT:		FOR SAN FRANCISCO:	
S. S. Chiyo Maru	Oct. 9	S. S. Tenyo Maru	Oct. 9
S. S. Tenyo Maru	Oct. 29	S. S. Nippon Maru	Oct. 29
S. S. Nippon Maru	Nov. 13	S. S. Shinyo Maru	Nov. 2
S. S. Shinyo Maru	Nov. 26	S. S. Chiyo Maru	Nov. 30

CASTLE & COOKE, LIMITED, Agents, Honolulu

AMERICAN-HAWAIIAN S. S. CO. THE PANAMA CANAL LINE
A steamer will be dispatched from NEW YORK for HONOLULU via Pacific coast ports every TWENTY-FOUR DAYS. Approximate time in transit FORTY-THREE DAYS. SEATTLE AND TACOMA TO HONOLULU, S. S. ALIZONAN to sail about October 25, and sailing every TWENTY-FOUR DAYS THEREAFTER.
For particulars as to rates, etc., apply to
C. P. MORSE, General Freight Agent.
H. HACKETT & CO., LTD., Agents.

CANADIAN-AUSTRALIAN ROYAL MAIL LINE

Subject to change without notice.
For Victoria and Vancouver:
Makura Oct. 15
Niagara Nov. 12
THEO. H. DAVIES & CO., LTD., GENERAL AGENTS
For Suva, Auckland and Sydney
Niagara Oct. 8
Makura Nov. 3

MOVEMENTS OF MAIL STEAMERS

VESSELS TO ARRIVE

Wednesday, Oct. 6.
Vancouver—Niagara, C.A. str.
Kauai—W. G. Hall, I.I. str.
Thursday, Oct. 7.
Australia—Ventura, Oceanic str.
Mant—Claudine, I.I. str.
Friday, Oct. 8.
San Francisco—Chiyo Maru, T. K. K. str.

VESSELS TO DEPART

Wednesday, Oct. 6.
San Francisco—Wilhelmina, Matson str.
Hilo—Mauna Kea, I.I. str.
Thursday, Oct. 7.
San Francisco—Ventura, Oceanic str.
Kauai—W. G. Hall, I.I. str.
Friday, Oct. 8.
Mant—Claudine, I.I. str.

MAILS

Mails are due from the following points as follows:
San Francisco—Chiyo Maru, Oct. 8.
Yokohama—Nippon Maru, Oct. 20.
Australia—Ventura, Oct. 7.
Vancouver—Niagara, Oct. 6.
Mails will depart for the following points as follows:
San Francisco—Nippon Maru, Oct. 20.
Yokohama—Chiyo Maru, Oct. 8.
Australia—Niagara, Oct. 6.
Vancouver—Makura, Oct. 15.

TRANSPORT SERVICE

Logan, from San Francisco for Philippines, at Manila.
Thomas, from Manila to San Francisco, left here Oct. 4.
Sheridan, now at San Francisco.
Sheridan, due Oct. 13, from San Francisco for Manila.
Dix, in port; sails Oct. 10 for San Francisco.
Warren, stationed at the Philippines.

IDAHO NEW "DRY" LAW HELD CONSTITUTIONAL

BOISE, Ida.—The state supreme court in a decision upheld the constitutionality of the law passed by the last legislature, making the possession of liquor in a prohibition district a misdemeanor for the first offense and a felony for persistent violation. The law prohibits, after January 1, 1916, the manufacture, sale, transportation or possession of liquor in the state.

You Can Enjoy Life
Eat what you want and not be troubled with indigestion if you will take a

Renall Dyspepsia Tablet
before and after each meal. Sold only by us—25c a box.
BENJ. N. SMITH & CO., LTD.

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WESTERN PACIFIC

DENVER & RIO GRANDE
Route
WHEN TRAVELING EAST.
FRED L. WALDRON, LTD., Agents.

FREIGHT and TICKETS
Also reservations any point on the mainland.
See WELLS-FARGO & CO., 72 S. King St. Tel. 1515

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Phone 1981

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Motor Trucks
E. W. ELLIS, sole agent, 18
Pantheon Building, Phone 3088

OAHU RAILWAY TIME TABLE

OUTWARD
For Waianae, Waikeolu, Kalahele and way stations—9:15 a. m., 9:30 p. m.
For Pearl City, Ewa Mill and way stations—7:30 a. m., 9:15 a. m., 11:30 a. m., 9:35 p. m., 11:30 p. m.
For Wahiawa and Lefehua—10:20 a. m., 12:40 p. m., 5:00 p. m., 11:00 p. m.

INWARD
Arrive Honolulu from Kalahele, Waikeolu and Waianae—8:36 a. m., 5:21 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 8:36 a. m., 11:02 a. m., 1:40 p. m., 4:26 p. m., 5:31 p. m., 7:30 p. m.
Arrive Honolulu from Wahiawa and Lefehua—9:15 a. m., 11:55 p. m., 4:01 p. m., 7:10 p. m.

The Haleiwa Limited, a two-hour train (only first-class tickets honored) leaves Honolulu every Sunday at 8:45 a. m., for Haleiwa hotel, returning arrives in Honolulu at 10:10 a. m. The Limited stops only at Pearl City and Waianae.

Daily, except Sunday, 12:00 only.
G. P. DENISON, F. C. SMITH,
Superintendent, G. P. A.

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Pacific coast hops are now largely picked by machinery.

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